

**REMARKS**

The Office Action dated December 11, 2009 has been received and carefully noted. The above amendments and the following remarks are being submitted as a full and complete response thereto.

Claims 1-6 have been rejected and claims 7-10 are withdrawn. Claims 1 and 6 have been amended. Support for the amendments may be found in the Specification at ¶¶ 0009, 0011, and 0078 and Figs. 1-4. Thus, Claims 1-6 are pending in this application. Applicants submit that no new matter is added. Applicants respectfully request reconsideration and withdrawal of all rejections.

**Rejection Under 35 U.S.C. § 112**

Claims 1-6 are rejected under 35 U.S.C. § 112, second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter which Applicants regard as the invention. In particular, the Office Action on page 2 states that “[i]t is unclear what is meant by the ‘table being freely floated in an arbitrary horizontal direction.’”

Independent Claim 1 has been amended, and Claims 2-5 depend from Claim 1. Independent Claim 6 does not recite the rejected language. Accordingly, Applicants respectfully request withdrawal of the rejection.

**Rejection Under 35 U.S.C. § 102**

Claim 6 is rejected under 35 U.S.C. § 102(a) as being anticipated by Applicants' Admitted Prior Art (AAPA). Applicants respectfully traverse this rejection.

The AAPA teaches a method of detecting the position of the wheel tilting angle adjustment member where “an operator gets under the vehicle to visually observe the

tie rod . . . . this position adjustment work compels the operator to keep posture of the visual observation in the upward direction for a very long time, so that physical burden imposed on the operator is very large." Specification at ¶ 0005. Thus, the AAPA requires visual observation by the operator.

The AAPA does not teach or disclose "[a] method for *detecting* a position of a wheel tilting angle adjustment member, wherein a position of a wheel mounted on a vehicle is *detected* through the wheel tilting angle adjustment member which adjusts a tilting angle of the wheel, and the position of the wheel tilting angle adjustment member is *calculated* on the basis of the detected wheel position and relative position information of the wheel tilting angle adjustment member with respect to the wheel, the relative position information being previously set for each vehicle type," as recited in Claim 6 (emphasis added). Applicants' invention improves upon the AAPA by teaching a method for detecting and calculating "the position of the wheel tilting angle adjustment member . . . *without visual observation by the operator.*" Specification at ¶ 0010 (emphasis added). See also *id.* at ¶¶ 0005, 0007. In order to avoid the physical burden of the AAPA method, "fully automated position adjustment work is strongly demanded." *Id.* at ¶ 0005. Specification ¶¶ 0005-0007 further explain how the claimed invention differs from the AAPA.

For at least the above reasons, Applicants respectfully submit that the AAPA does not anticipate Claim 6. Accordingly, Applicants respectfully request withdrawal of the rejection.

**CONCLUSION**

Applicants respectfully submit that this application is in condition for allowance and such action is earnestly solicited. If the Examiner believes that anything further is desirable in order to place this application in even better condition for allowance, the Examiner is invited to contact Applicants' undersigned representative at the telephone number listed below to schedule a personal or telephone interview to discuss any remaining issues.

In the event that this paper is not being timely filed, Applicants respectfully petition for an appropriate extension of time. Any fees for such an extension, together with any additional fees that may be due with respect to this paper, may be charged to Counsel's Deposit Account Number 01-2300, referencing Docket Number 107355-00183.

Respectfully submitted,



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